WASHINGTON, Jun. 30, 1858. It required no great sagarity to foresee, after the secont proceedings upon the Naval nominations, that they would all be confirmed somer or later, and without any great difficulty. The result was hastened to-day, and all the remaining cases relieved from durance vile by a sweeping vote of advice and consent. Objections were raised to particular persons, but promptly abandoned when it became manifest that if the work of rejection once begun. at would be followed up in a sharp spirit of retaliation.

This is the first net, but the curtain will soon rise

for the second.

The concluding branch of Mr. Hale's speech, re rise concluding branch of Mr. that a speech, reviewing the decision of the Supreme Court, is conceeded to be among the best of his efforts on this scene, and exhibited powers greatly beyond those scally ascribed to him, both as a jurist and a statemen. But for a careless mannerism, which divested it of much of the effect that otherwise might have been produced, the percention would have been strikingly eloquent. As it was, the sinewy sentences rung in the ears of a large audience, and extorted expressions of admiration from men not much given to complimenting either the Senator from New-Hampshire or any of his political asso

It took the House all day to decide upon the form of referring the Pacific Railroad, just as if the plan had not already been marked out, by those who were to dictate the shape in which legislation shall be granted, if granted at all. The Senate bill names no route, and gives no clearer recognition of the in-tended selection than the Missouri River and Pacific Ocean for its eastern and western limitations. But it is just as much southern as if written in sunlight apon the blue vault above. The President is left the discretion of deciding among the bidders, and in order to reconcile the constitutional scruples of gen tiemen, which could not be satisfied while anorthern or central road was indicated, the plan is to con tract for transportation of the mails by railroad, al towing sufficient money and land to build the road which the same men would refuse to vote for the direct object. This is refining with a nicety never before attempted, and leaves all former abstractions

The Territorial Committee of the Senate are to decide to morrow upon the application of Minne-sota. Gov. Medary has signified his disinclination to certify the Constitution signed by the Repub-can members. If he adheres to that purpose, the ordinary resolution for admission, reciting that the terms of the Enabling Act have been fulfilled, cannot be reported, because the facts go to show that it bas been violated by the very evidence upon which it is asked. One hundred and eight members were required to form the Constitutional Convetion, and yet a minority of fifty-one bring what they choose to call a Constitution here, and ask its acceptance, when they know that the law is thus flagrantly raged. The Republicans are ready to take the Constitution and treat it as an emanation of the popular will, it being admitted on all sides that adopted by an almost unanimous vote of the people. But the Democrats, advocates of popular sovereighty as they profess to be, are afraid to acquiesce
in this suggestion, apprehending that the Topeka
Constitution will be put at them as a consequence
of the precedent

CIVIL AND MILITARY POLICY OF FILLI-BUSTERISM IN NICARAGUA. Correspondence of The N. Y. Tribune.

WASHINGTON, January, 1858. I endeavored to give in my last a general view of fillibusterism, its origin and principles, and concluded with a sketch of its progress in Nicaragua from its commencement to the period of Walker's election to the Presidency.

The new Dictator, elected by an easy application of the "New-York method," signalized the first Sew weeks of his reign by extending the Spanish system of confiscation to the entire landed property and real estate of Nicaragua. It was understood that every suspected native land owner, male or female, had already forfeited his or her house and land to the Government, and occupied them only on sufferance. A general sale of all the cacao and other estates, excepting an inconsiderable number occupied by natives who still kept up a semblance of friendship for the buccancers, but who were to a man deep and decided haters of the fillibusters, and sought only a safe opportunity of revenge, was ordered by the Dictator. It was decided that the absence of a proprietor from his house or estate was a sufficient cause of confiscation. When the few natives of the better class who remained began to understand this policy of universal confiscation, they correspondence with the allies, until at length the officers of Walker's uncivil service declared that there were not a dozen proprietors in the country who ought not to be deprived of their property.

While this brilliant measure of statesmanship was in process of execution, under the supervision of a Committee whose deliberations seem to have been continually interrupted by fits of delirium tremens, the Hon. Pierre Soule suddenly appeared in

"Good angels tenderly persuade us, And heaven-born masters gently lead us."

Mr. Soulé had little difficulty, however, in persuading or leading. The first thing he did was to buy a "hacienda," or cacao plantation. The exultation and delight of the buccaucer con

eern at the arrival of this distinguished Freuchman can be appreciated only by politicians in search of a principle, and "real estate men" in a market without money or buyers.

Mr. Soulé is not amenable to the laws against se-

duction. The virtue of the fillibuster Government had already departed in its own warm imagination, and he arrived in a happy moment, descending like a real Jove, in a shower, not of gold, but of paper.

Mr. Soulé brought with him something of which fallibuster leaders were in dire need—a principle. growth, its "destiny" terminating in itself. Mr. Soulé was the bee of the garden, whose wings, powdered with the organic dust, waft the virtue to remote expectant flowers. He brought with him the invigorating pollen of the propaganda, and the poi-sonous weed of buccaneerism received it with a display of all its lurid flowers.

There were no buyers for the confiscated property. Dreadful and unique discovery! Mr. Soulé was the first buyer, if even with paper—prophet of

The buccaneer government was now in the situ-ation of the bear with the beehive. The bees gave it no leisure to devour the honey. The absurdity was evident, palpable, astonishing; the remedy to be found only in a war of extermination against the property-holders of Central America. "Mr. Soulé." says a correspondent of that day, "pledges the assistance of the South. He was cordially re-" ceived by the President, and the views of the two gentlemen, after several conferences, were found " to be identical on the propriety and necessity for "introducing Southern domestic institutions into "Central America. The distinguished abilities and "statesmanship of Mr. Soulé, his world-wide repu-"tation, and the remarkable energy of his charac-"ter, are a sufficient guaranty of the success in wa"kening the patriotism (') of the South in favor of
"the most heroic of her sons."

the most heroic of her sons."
Patriotism had received a new definition, and with this new patriotism buccancerism was sud-denly and permanently vivified. With this, too, came the strong hope of a Southern market for the

haciendas.
"Mr. Soulé is expected," continues the same corespondent, "to stock the beautiful hacienda which he has purchased with negroes. This is currently known, and has excited much distrust in the minds of the native population. Certain traitorous persons have given them an idea that they are themselves to be made slaves. Mr. Soulé co-incides with the President in his policy of a severe "and rigid confiscation of native property. The system will be extended to the cattle estates of "Chontales, and a government survey has been ordered for that country to fix a new set of titles

" upon the land. All the cattle properties of Chentales are disaffected or openty a bellious." There are but few instances recorded in the history of the Angie-Saxon race of a more blibe and brotal warfare than that of the buccane upon the property-bolders, or better class of Nearragua. It is without excuse, even in the rules for the conquest of small States propounded by the Florentine Secretary. He (the Florentine Secre-Florentine Secretary. He (the Florentine Secretary) advises that property should not be attached by a conqueror desirous of subjugating a people, unless he proposes a complete destruction and massacre of the entire population. The death of Carral, and subsequently that of the much-beloved and powerful Mariane Salazar—taken in Honduras in the act of organizing the combination of the five States against Walker—were sufficiently dreadful and evaporating. But the honourer stid not reflect and exasperating. But the buccancers did not reflect and exasperating. But the buccaneers do not renect that the life of a man is of far less importance to his heirs than his estate is. By nurdering the proprietors, they only terrified; but by confiscating their property, they secured the perpetual and implacable hostility of their heirs and dependents. The stupidity of the measure was worthy of its atrocity, and both of the braiks that gave birth to it.

Be it remembered that this war against property

was begun at the very moment when the allies were using every means in their power to combine all ranks and classes against the buccaneers. The uni-versal drunkenness of the officers of Walker's camp: the miserable blunders and neglects; the quarrele murders, incessant gambling, robberies of and children; the universal confiscations: the abrogation of all laws, customs, offices and constitutions: the steady decimation of the crowds of immigrants by tropical fevers; the dreadful filth, neglect and mortality of the hospitals, attended by drunken physigians; the absence of liberal diplomatic ideas; th remanguration of peonage and slavery; the silly and abominable talk about a "war of races;" the failure to find purchasers for the confiscated property, con fiscated for mere outrage, and without a possibility of sale: the steady withdrawal, by flight and retreat, of fillibuster garrisons toward the Jethmus: the failure of the invaders to obtain any decisive vie tories since the first occupation of Granada-these circumstances and events had, by the 1st of Novem ber, 1856, inspired the allies with absolute confi

dence in their own success.

The five States had succeeded in bringing together at various points and moving in converging lines to ward Granada bodies of native troops, numbering in all 5,000 men, well armed and officered, and inspired with a common hatred, and, what was mor mportant, a common terror of the civic policy These bodies were the first advance guard of the land sturm, or general rising of the entire fighting force of Spanish America. mote regions like Mexico and Peru tendered their sympathy and aid, should it be required. kind of business and occupation was suspended and the people, civilized and Indian, made up their minds to bury themselves and their households in the wilderness, until the horrible mischief brought upon them by the revolutionary felly of their lead-ers should be abated.

rs should be abated.

Such was the condition of affairs in the months of September, October, November and December 1856-that is to say, from the flight of the bucca neer garrison from Managua to the final investment of Rivas by the allies. During the whole of this period, when the entire north and north-west of Nicaragua was hopelessly lost, and the position at Granada maintained as a forlorn hope, the system of dictatorial decrees and confiscation was steadily kept up, though without the means of enforcement—proving beyond a doubt that this was a dictate of —proving beyond a doubt that this was a dictate of blind and really insane rage, and not a measure of economy or statesmanship, and that the "war of races," as it was stupidly termed, was in scality a war of extermination, deliberately set on foot by the buccaneer chiefs themselves. One of the las decrees of the Dictator made its appearance in the daily press of New-York just previous to the rescue by Captain Davis. It declares all lands and houses confiscated which had been occupied or used by the enemy—that is to say, by the inhabitants of Central America. A rat in a trap confiscating the use and barn !

The advent of Henningsen, who brought with him a body of men, military stores, and the reputation of a soldier of fortune, produced an impression equally deep and encouraging with that of Pierre Soule. It was believed that the military talent o the Englishman would do as much to raise the sink-ing fortune of the buccaneers as the political tact of the Frenchman, and it is hard to say which of the two talents ought to have been most acceptable to the little Scotchman who toppled insanely at the

head of affairs.

Granada was already threatened by the allies They had occupied Managua, and were taking a strong position commanding the passes and ferries which connect northern and north-western Nicar agua with Granada. "Henningsen," writes an eye witness, "is a good officer, and a singularly coo "and resolute man. He is an excellent pyrotech-" nist and miner, and understands the use of gun "powder, and of all kinds of arms." A more valuable kind of knowledge would have been the knowledge of men.

The newspaper reports of the battles of this epoch are so ingeniously confused and overlaid by the buccaneer writer, that it is impossible to arrive at the whole truth. If Henningsen was, in fact, the adviser and manager in military matters from the month of his arrival, during the rainy season in 1856, to the time of the rescue by Capt. Davis, his military administration was fully as absurd and un-fortunate as the civic saturnalia of "Billy Walker." The battles appear to have been, even by the best accounts, mere mob fights, signalized by shocking blunders and oversights, drunken mistakes, attended with serious loss, and ending, except in two in-stances, in flight or retreat.

An eminent writer upon the history and manners of the people to whom Henningsen found himself opposed, describes their armies, not as organized opposed, describes their armies, not as organism bodies, but as consisting merely of swarms of bushfighters, easily dispersed by a resolute charge, but returning perpetually and pertinaciously, and by a multitude of small injuries, and an utter insensibility to their own losses, wearing out the life and

patience of the enemy.

The fillibuster campaign of 1856-7 was cofined to the low lands of Lake Nicaragus, between that body of water and the Pacific. The forces of Costa Rica came in from the south, moving simultaneously with those of northern Nicaragua, San Salvador. Guatemals, and Honduras, who approached fron the north and north-west. The Costa Rican army in two divisions, in conjunction with the Isthmus Nicaraguans, composed chiefly of the owners and dependants of the confiscated estates of Rivas and the Isthmus, prepared to attack the Transit Road and the posts on the River San Juan, while the allies were advancing from the different points upon Gran-ada. Notwithstanding the fact that five States were combined in this movement, it was conducted during a period of six months' preparation and atentire success. Th anticipated the arrival of continual reënforcements to the buccaneers, and acted accordingly. Their troops being individually inferior to the buccaneers in the use of arms, in resolution and in persona provess, they calculated five natives to one fillibuster would be necessary in actual battle; and I find only one battle, the second battle of the Transit Road, where the numbers are reported as nearly equal. The natives in that instances are declarated as the second battle of the transit Road, where the numbers are reported as nearly equal. The natives in that instance were driven back and fled with a small loss not ascertained. Face to face, with rifle, pistol, bayonet, or bowie knife, an American is invariably superior to men of other races; and in masses, white men of Norman, Celtic and Saxon blood may be set down as literally invincible. Excluding a dismal rabble of diseased wretches just dropping into the grave which composed a large portion of the buccaneer army, the men seem to have been individually excellent fighting men in a loose way, more especially the Californians, Texas and Border men. In a healthy climate, under good officers, and in an open or woodland country, the Nicarsguan buccaneers must have beaten army after Alcarsguan ouccaneers must have beaten army after army of Central Americans. But here we have described to us a tropical thicket, close and impene-trable from ocean to ocean. Through the thicket, footpaths instead of roads; at every second mile a place of ambuscade; and the climate of these low-lands absolutely the worst on the Continent. The appearance of an enemy was almost invariably a surprise, and the garrisons, especially of small places, alternating between stupor and harassing

two bundred; at another swelled by fresh leads gration to six and seven benoved, dropping in thirty or forty days, by sickness, to half the number.

Walker and his officers and tapped and storted the food which was rushing down like a lide of lava to bury and destroy them all, and he tept on steadily exasperating and accelerating it. The duty of Heningson was to stay it with artificial dykes, to prolong the agony with artistic delays; and he did his best. He marched and retreated, he mined and countermined, and out of the chaos contrived to work up semething that had the second of a mil-itary history. But it was of no avail. "Provi-dence," said Napoleon, "favors the strongest bat-talions;" and the Secretary of Kossuth found himself fighting not only against Providence in that shape but against nature, in all her forms, siding the ragand patriotism of a nation; and, worse than against the "destiny" of the little Scotchman and his like-a destiny always to be wrong and always

THE NORTH-WESTERN DEMOCRACY-PUGII AND HIS BILL. Correspondence of The Evening Post. Washington, Jan. 18, 1858.

Waturs of or, Jan. 18, 18.8.

A North-Western Administration editor was in town on Saturday, fresh from the people. He met one of his brethren who has been here for some time, who said to him: "Our friends at home are acting madly. Lecompton will go through Congress; the Administration is for it; and I have been writing home that it must be supported by Western Democrats." "Then," replied the new comer, "I advise you to stay in Washington. Nonan can live in the North-West who opposes Douglas or favors Lecompton." Several distinguished Ohio politicians are here just now—among them Payne, who came so near being Governor of Ohio, and The Plain Dealer (Postmaster) Gray. Some of these gentlemen had an interview with Senator Pugh on Saturday. He explains his course on the Kansas question in this fashion; his

course on the Kansas question in this fashion: hi compromise bill was concected by older heads that compromise bill was concected by older negas to an his; the President, among others, gave his assent to it, only with the provision that Lecompton, without reference to the people, should first be pushed with the utmost rigor, and the compromise a cepted at last. Pugh says of his present position. "I am for my "bill; but I believe in the right of instruction, and "shall consequently vote with Senator Douglas, undid of the project."

CONSULAR APPOINTMENTS-LECOMPTON.

CONSULAR APPOINTMENTS—LECOMPTON.
Correspondence of The Philadephia Press.
Washington, Jan. 20, 1858.
The President sent to the Senate this morning the
remaining Consular appointments. This will have the
effect of lessening the boarders at the hotels to a considerable extent, there being only a few of the large
number of applicants for these places, who will remain
to make use of their experience of the metropolis, the
Departments, and the halls of Congress, as "claims
atterneys," as they designate themselves. I bear, Departments, and the halls of Congress, as "claims attorneys," as they designate themselves. I learn that Mr. Buchanan, in his action in these appointments, gave them only to those who understood the languages of the country to which they were accredited. This was an important and wise step, and will, it cannot be doubted, mure to the benefit of the country. Stokes L. Roberts of Bucks County, and Mr. Sarmiento of Philadelphia, this morning were appointed to Consulates—the latter, I believe, to Venice. These are the only appointments from Pennsylvania.

The inaugural address of Gov. Packer has been a death-blow to the Lecompton contrivance, which death-blow to the Lecompton contrivance, which after being toppled over by the masterly effect of Judge Douglas, was once more got upon its legs, an began to gain strength to totter along. Pregnant will meaning is the fact that the portion of the Democrati-delegation in the House from Pennsylvania which wa heretofore understood to support The I mon view of the Kansas question, now say that they have not de-cided on the vote they will give when the question comes up for decision. It is clear that a majority of the Democrats in the House will oppose the Lecomp-ton Constitution, which, in charge of Calhoun, is ex-pected here te-day or to-morrow.

FROM PHILADELPHIA.

PHILADELPHIA, Jan. 19, 1858. I have been attentively studying Mr. Lovering's pamphlet of near thirty pages, in which he has given a most lucid and satisfactory history of his experiments in raising the Chinese Sugar-cane and converting the juice into sugar. Mr. Lovering being high authority on this question, there is a prodigious demand for his publication, and the agricul tural world appears to be in quite a fever on the subject. He says that his experiments were made on small quantities of the cane, under many disadvantages that would not occur in large operations.

and, consequently, with results less favorable. Yet he pronounces them "sufficiently flattering in "themselves to warrant renewed exertions on the part of our agriculturists, of the Northern and Middle States especially, and perhaps those of the South also, in the pursuit of this promising branch of industry, to the full and profitable de velopment of which it is certainly capable, and which it is destined ultimately to attain; and they are also important and interesting in many respects not apparent to those unacquainted with the subject." Mr. Lovering's mill and the power comployed were much less efficient than those in sugar plantations, and he estimates the loss from this cause to have been at least ten cent. He obtained only 1,847 per cent. He obtained only 1,847 gal-lons of juice from an acre, while there is one well suthenticated case of an acre producing 6.800 gallons. This acre, estimating from results actually reached by him, Mr. Lovering says would afford 4,499 lbs. of sugar, and 274 gallons of molasses, and according to his probable results, 5,389 lbs. of sugar and 274 gallons. He admits that such a yield would be rare, but not impossible—a medium between that and his own would be a large return. Mr. Lovering moreover thinks the continued cold and wet weather of last Spring was quite unfavorable for the ripening and develop ment of the sugar-juice, and attributes a loss of ter per cent to that cause. He then institutes a brief but very satisfactory comparison between the pro-duct of "the best conducted plantation of Louisiana," and the probable product to be realized in Pennsylvania. This comparison is full of en-couragement to us of the Middle States. Nothing could be more opportune than the publication of this pamphlet. It was the one thing needed to set-tle doubt and renew courage. That it will do both

is beyond question, as there is no higher authority on this important matter than its author. Three Mutual Insurance Companies doing business here have failed within the last six months, and gone into liquidation. The theory of mutual insur-ance, when applied to Marine risks, seems to be in practice a failure. Premium or guaranty notes are easily obtained, because no money is required but when a heavy loss occurs, they cannot be realized. So long as premiums are paid in and no losses go out, the principal works well; and if such a company should be lucky enough in this way to accumulate a bona fide cash capital sufficient to pay losses without recourse to premium notes, then the matter will do: but even then it is the money thus matter will do: accumulated that saves the insured, and not the principle. Luck appears to be everything. In rural or village communities the mutual principal has worked tolerably well; but in large cities it has met with many reverses, and no confidence is now placed in any but old companies which are known to have realized a cash capital from a long series of

years free from heavy losses.
You cannot be permitted to claim for your Courts
the practice of a rank chicanery having no imita
tors elsewhere. Our Supreme Court has just lifted the vail from a scandalous proceeding which will fully equal any trick performed by your most cor-rupt legal functionaries. One Theodore T. Derrin-ger, a Loco-Foco high in the affections of his party, was indicted before the Quarter Sessions on a charge of issuing fraudulent tavern licenses. This man applied to Chief Justice Lewis, a kindred Loco-Foco, for a certiorari to the Supreme Court. The object was clearly seen, known, and understood to be postponement, to stave off and evade a trial, Yet the application was granted, for Derringer was an important pillar of the great Loco-Foco party of this city, and must be saved from the infamy of a conviction, as the evidence was not only of the ugliest sort, but was close at hand. Well, the case was called up the other day in the Supreme Court, but the chief witness had disappeared, having gone to Kansas. Resort was then had to his bail-bond, to Kansas. Resort was then but that also had disappeared, and the man who had become his bail thereupon denied that he had ever become such, and defied the production of his bond. apprehension. Food scarce, or of a bad quality, and often two-thirds of the troops in hospital. At one period, the movable force reduced to less than stand as long as the missing witness finds it more

profitable to remain in Kansas. Such are the conequences of making Courts the bear-gardens see-Foce Judges and defendants to practice their

antice in. Our great Blockley Alms-House is new very full of paupers. The average number for 1857 being 2,538, or 146 over the average of 1856. Had the Winter been a severe one, the piace would now be crewided to its utmost capacity. The average cost of keeping a pauper has been 36 4-10 cents per day during ten years past. During the last two years the average has been reduced by good management and senous to 18 cents, yet the average has been reduced by good management. and economy to 28 cents, yet the whole expend ture amounted last year to \$236,564. Some thirty years ago the managers of the Alms-House had a tread mill in operation, but it gave so much offense to the paupers that it was finally abandoned, and the more quiet and agreeable punishment of doing nothing substituted. Under this humane system the Aims-House band. House has flourished mightily, and the new place recently built in Blockiev has become extremely popular. The fare of these gentlemen is very superior, and dyspepsia or any disease akin to it likely to diminish the appetite, has never prevailed among them in an epidemic form. In a general way they all have remarks a stream of the second all have stomachs as strong and hearty as an ostrich. At the County Prison, however, where an army of loafers and vagrants is generally on hand, committed for terms of thirty days and longer, this horror of the vagrant is about to be revived. The Inspectors intend to set up a tread-mill and compel every loafer to grind the flour of which his bread is made, and thus to some extent earn his own fiving. In these two great establishments little else but vice and dieness have prevailed for many years, and some wholesome corrective of their increase, such as the

tread-mill, has now become indispensable. appears in the New-Jersey papers—of the Artisan Bank, at Trenton, an institution which succeeded to the America Bank, both organized under the General Law. Look at it:

Due depositors.

Now, it is a curious feature in the New-Jersey General Law that though the capital to be subscribed shall not be less than \$50,000, yet there is no obligation on the subscribers to pay it in. They may pay in as little as they plase, open shop and go to banking. As the deposit line of such concerns may be set down at a low figure, the wonder is who

pays expenses, or by what sort of engineering the thing can be made to pay.

The fire detectives here are breaking up the incendiary's vocation, and have arrested a number of men in the very set. It sounds very strange, but most of the rascals thus caught turn out to be incendiaries by profession, low blackguards who hang around the engine houses, the victims of a confirmed pyromania. From the developments made out of these arrests, there seems no doubt that incendiarism is as thoroughly organized in all our large cities

as burglary or larceny.

One of our fire companies recently caused a steam One of our fire companies recently caused a scanning reengine to be built for them at a shop up town. Its performance, as described in a late letter, was so satisfactory that a similar machine has been ordered by another company, and a third and fourth are casting about for ways and means to procure the company and means to procure the company and engines are similar apparatus. The ordinary hand engines are thus likely to go entirely out of use for city work. Steam will thus break up whole gasgs of fire-runners and be the means of saving a vast amount of demoralization.

An inventory of our House of Refuge shows the number of inmates to be 314-an increase of 70 over last year. In addition, there are 126 colored in-mates. The earnings last year amounted to \$5,000. t costs \$90 per year for the keeping of each immate. In the white department the boys are employed in making brushes, portemonnaies and daguerreotype cases. The colored boys are all engaged in making shoes and umbrella furniture. The girls are employed in sewing and household duties. Suitable employment for the inmates of this establishment is difficult to be had at present.

Bank of Pennsylvania stock has been gradually settling decreased.

settling down, and now sells at \$5. The notes go at 45 off, and on Friday the fixtures, desks, &c., of the dismantied bank were sold by auction to the second-hand furniture dealers, who got them for about the price of so much firewood. It was a melancholy sight to those who remembered this good old institution in its best days. Its old account-books, weighing some tons, have gone to the paper mill, and now the Government has taken possession of the marble building for a Post-Office. Efforts are making before the Legislature to resuscitate the head but strigging it of the marks. the bank, but stripping it of the power to issue notes. The stockholders now pretty generally give up to a total loss. Mr. Allibone has returned to face the accusations made against his conduct, and will now have an opportunity of clearing up the odium which has rested on his name, and of pointing out the men and means by which the bank was prostrated. If he should succeed in doing so and exonerating himself, all parties will be disposed to do him full justice. Meantime, we may suspend opinion on the merits of this extraordinary case

Smith's trial for shooting Carter closed vesterday Over forty witnesses testified their beli was insane, but public opinion is divided on the question. An immense crowd has filled the court-room daily for two weeks, eagerly listening to the evidence. A sermon was preached on Sunday week which very pointedly called for an example being made to check the rising flood of rowdyism and erime. To-day the Jury brought in a verdict of Not Guilty, which has proved to be in harmony with what is now the general sentiment of the

Three more volunteers to Mexico were buried on Saturday. Death is making continual inroads on the ranks of these men, chronic diarrhea being the fatal cause.

The cotton and woolen factories hereabouts are

gradually resuming work. At a meeting of the owners on Saterday, resolutions were adopted shortening credits to six months.

A furious opposition has sprung up among the bakers to what they call the monopoly of the Me-chanical Bakery. Between the two, the public

may be sure of getting large bread.

The expenses of this city for 1857 were \$3,877,-015; in 1856 they were \$4,208,506, and our taxation for this year has been reduced 20 cents on the \$100.

FROM ALBANY.

From Our Own Cerrespondent.
ALBANY, Jan. 18, 1858.

The delay in the organization of the Legislature causes a dearth of topics of daily interest, and I have employed my leisure for two or three days in looking back through the session laws, into the charters of the several railroad companies, whose tracks run parallel, or nearly parallel, with the State Canals, to see what provisions are made in them, respectively, touching the carrying and transportation of merchandise.

I have made certain extracts which I send you for publication. In a future communication I will make some comments which are suggested by this history of railroad legislation, as connected with the present state of the Canal fund, and the existing rate of taxation.

The 10th section of the act to incorprate the Utica and Schenectady Railroad Company, passed April 29, 1833, contained the following clause:

No property of any description, except the ordinary suggested The 16th section of the act to incorporate the Au-burn and Syracuse Railroad Company, passed May 1, 1834, provides:

That the said Corporation hereby created shall pay the Com-missioners of the Canal Fund the same toll on all goods and other

issioners of the Canal Fund the same toil on all goods and other openty transported team, or carried on the said road or ways nept the ordinary begans of pusseners, as may at the time of it transportation on the said railroad, or ways, he required to paid to this State on the same and and description of goods other property transported, carried and conveyed on the Eric

The act to incorporate the Arburn and Rochester Railroad Company, passed May 13, 1836, provides, in

section 9, that

"The corporation hereby created shall not take and transport
mer kanding or property in such a manner as to leasen the income er handise or property in such a manner as to lessen the income the line Canal during the time when the Canal is navantie." The 7th section of the act to incorporate the Roches-

the and Lockport Railroad Company, passed May 15, 1837, provides that
"Dering such portions of the year as the Frie Canal shall be averagible, the corporation hereby created shall pay to the Commissioners of the Canal Finds such to be an all resons and other property transported, taken and carried upon the said road or way, except the orditary frames of passengers, as are charged upon the property upon the said Canal."

The let section of the act to incorporate the Buffulo and Bafavia Kniirond, passed April 18, 1838, provides that

on the Free Canal drong the section of coverage on the Free Canal drong the section of coverage on the Free Canal drong the section of coverage on the Syracuse and Utica Railroad Company, passed May 11, 18th, provides that

"During such portions of the year as the Frie Canal shall be navigable, the correction hereby created shall pay to the Commissioners of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal Fund such tolls on all posts and other proceeds the page of the canal fund such tolls. property transported, taken or crarted upon the except the endicary lugrage of passengers, as

property immissioned, taken or carried upon the sais road of ways, except the endinary pagence of passioners, as the tanal Reseat shall deem proper, not exceeding the rules of toil charged upon like property open the said Gaons.

The 17th section of the act to incorporate the Buffalo and Nuggara Fails Railroad Company, passed May 3, 1834, provides that

"That the said corporation, hereby created, shall pay to the Commissioners of the Canal Fond the same talks per mile on all goods and other property transported, taken and carried on said railroad, except the ordinary bagrage of passengers, as may at the time of whot transportation on the said railroad be required to be paid to this State, on the same kind and description of property transported, taken and carried on the first Canal, excepting on so much of said road as extendate and from Tenavanda Creek to the Fails of Nicara."

The 1st section of the act, to incorporate the Oswego and Syracuse Railroad Company, passed April 29, 1839, pre wides that

"The said Company may carry property at all times wherethe Oswego Canal shall yet be navigable, subject to the payment of the same tells upon all freight carried on said road, as if the same treight were carried upon the Eric Canal."

The Hith section of the act to incroporate the Savatoga and Washington Railroad Company, passed May 2, 1814, provides that

"No property of any description, except the ordinary harnage,"

atoga and Washington Railroad Company, passed May 2, 1834, provides that y No property of any description, except the ordinary harpage of passeagers, shall be transported or carned on said road.

The charter of the Lockport and Niagara Falls Railroad Company, passed April 24, 1834; the Attica and Buffale Railroad Company, passed May 3, 1836; the Seheneetady and Troy Railroad Company, passed May 21, 1836; the Lockport and Batavia Railroad Company, passed May 21, 1836; the Tonawanda Railroad Company, passed April 24, 1832; the Albion and Tonawanda Railroad Company, passed April 24, 1832; the Rensselaer and Saratoga Railroad Albion and Tonawanda Rairond Company, passed April 17, 1832; the Rensseiner and Saratoga Rairond Company, passed April 14, 1832, and the charter of the Mehawk and Hudson Rairond Company (from Albany to Schenectady), passed April 17, 1826, the first Railroad charter ever granted in this State, contained no prohibition against carrying and transporting goods and merchandise coming in competition with the Panais.

In 1814, May 7, the Legislature passed an act, the

first section of which is as follows:

The Utica and Schenectady Railroad Company are horeby authorized to take and transport upon their Railway, all goods, chattels and other property that may be offered for transport tation, during the suspension of canal surfacetion in cach year only."

The 2d section authorizes the Company to fix,

The 2d section authorizes the Company to fix, regulate, and receive reasonable tolls and compensation for such transportation.

The 3d section required a return to be made of all property transported, to the Commissioners of the Canal Fund, and to pay the same tolls upon it as would have been chargeable upon the canals.

The 4th section granted the same privileges to, and exacted the same duties from the Syracuse and Utica, the Auburn and Syracuse, the Auburn and Rochester, the Tonawanda, and the Attica and Buffalo Railroads. the Auburn and Syracuse, the Auburn and Rochester, the Tonawanda, and the Attien and Buffalo Railroads. By an act passed May 13, 1846, the Legislature prescribed specific toils for the transportation of certain enumerated articles upon the Tonawanda Railroad. By chap. 270, Laws of 184, passed May 12, the Legislature, authorized, by its first section.

By chap. 250, Laws of 184, passed May 12, the Legislature, authorized, by its first section,

"The Utica and Schenectady Rallroad Company to take and transport upon their railway all goods, chatrels and other property that may be offered for teneportation."

The 2d and 3d sections provided for the receipt of toils, and for return of the goods transported, to the Commissioners of the Canal Fund, and the payment of canal tolls.

By the 4th and 5th sections the previsions of that act are extended to the Allenov the previsions of that set are extended to the Albany and Scehneelady the Syracuse and Utica, the Troy and Scheneelady the Arbarr and Syracuse, the Arbarn and Rochester the Tonawanda, the Attica and Buffalo, and the

the Tonawanda, the Attica and Baffalo, and the Oswego and Syracuse Railroad Companies.

The first general railroad act, passed March 27, 1848, provided that (see Sec. 25),

"If the transportation of property on the railroad of any company formed under this set, running parallel or nearly parallel to any soul in this State, and within thirty miles of sald canal, other than ordinary begane of passengers transported thereon, shall in the opinion of the Legislature, divert business of transporting property from any of the canal belonging to this State, the company owning such railroad shall pay to the "Canal Foud, on all property transported upon its railroad other than the ordinary begane of passengers transported other than the ordinary would have been payable to the State, if such property other than such begane had been transported on any of such canals."

The provisions for return of property and payment of canal tolls are similar to those in the acts of 1847 and 1844.

In 1850, the general railroad law was altered and

est are authorized and required to prescribe the manner in which who holds so payable to the cama final by such company, shall be collected and paid, and to enforce the collection and payment hereofacted and paid, and to enforce the collection and payment that purposes and any such company that shall neglect, or return to comply with any such regulations, shall forfeit to the project this state the sam of \$500 for every day it shall so neglect refuse; and in every case of such forfeitare, it shall be that yof the Attorner-General to proceeds such company for the penalty, in the name of the people."

By subdivision 105 of the 31st section, all existing allocate consents as were required to make the desired and the context of the desire

By subdivision 105 of the 51st section, all existing railroad corporations were required to make the de-tailed report therein prescribed, and the same was to be "deemed a full compliance with any existing law "or resolution requiring annual reports to be made "by such corporations."

In 1851 the crowning iniquity was passed. We copy

CHAP, 457, An Act to Abolish Tolls on Railroads. Passed July

"CHAP. 457. An Act to Abolian Tollson Raironals. Passed July 1835:

"The People of the State of New York, represented in Senate and Assembly, do court as follows:

"SECTION 1, It shall not be necessary for any Railroad Company in this State to pay any sums of money into the Treasury of this State, on account of the transportation of property on any sailroad on and after the first day of December in the year 1851.

"SEC. 2. It shall not be necessary after the said first day of December next, for any railroad company to make to the Controller monthly statements of the the property carried on its railroad.

"SEC. 3. All acts and parts of acts requiring the payment of State tolls by any railroad company for the transportation of property on any railroad company for the transportation of property on any railroad are after the wish first day of December next, so far as they conflict with this act, hereby repealed."

From Our Own Correspondent. ALBANY, Jan. 20, 1858. If your readers found the extracts from the rail-

road charters as tiresome as the search for them was tedious, very few will have had the patience to read them. Many, however, will be glad to review the history of legislation as relating to the conflicting interests of railroads and canals.

The canals are State property. The railroads are private property. The former have been built at the expense and upon the credit of the people The people have been taxed heavily for their e struction, and even now owe more than twenty mill-ions of dollars, which have been expended upon

them.

The railroads, being corporations, with special powers and privileges derived from the people should not be allowed to trespass upon the rights o the people nor have privileges conflicting with the public interests. ublic interests.

The first railroad charter granted in this State

was the charter of the Mehawk and Hudson Railroad Company, with power to build a road from Albany to Schenectady. This was in 1826. It was not forbidden to carry and transport freight. The track of the road, as at first laid, with inclined planes both at Albany and Schenectady, did net admit of easy and cheap transportation of goods and merchandise. There was, apparently no ap-prehension that the business of the road would nterfere with the transportation and tolls of the

The success of the Liverpool and Manchester railroad, in England, soon demonstrated the capacity of railroads to carry freight, as well as passengers, and subsequent to 1830, no railroad with its line parallel to the canals was permitted to carry freights, except with the provision to pay into the State Treasury the same amount of tolls a would have been received if the same goods had been transported upon the canals.

The Attica and Buffalo Railroad was not at first

thus limited. It was not upon the line of the Erie Canal. Some roads obtained charters by which they are granted the same powers and subjected to the same liabilities and limitations as the Attica and Buffalo Road. One of them was The Troy and Schenectady Road. Both the Mohawk and Hud-

son and the Troy and Schenectady Reads were allowed to compete with the Canal without restriction. But this permission was not injurious to the interest so long as the Utica and Schenettady Road was not permitted to carry any facility or property, except the ordinary baggage of pas-

In 1843 a continuous railroad track had been laid from the waters of the Hudson to the lakes. The several companies desired the privilege of carrying freight, and on the ground that the public interest and convenience would be subserved, they united in asking of the Legislature a removal of the prohibifron, so far as to permit the transportation during the sespension of canal natigation in each year

By chep. 335, laws of 1844, page 518, the request of the radroads was granted, on condition, however, that returns should be made to the Commissioners of the Canal Fund, at such times and in such manner as they should direct, of all merchandisc so transported, and the same tells paid into the Treasury as would have been received had the same been transported on the canals. The Syracuse and Utica, the Auburn and Syracuse, the Auburn and Rochester, the Tonawanda, the Attica and Buffalo, and the Utica and Schenectady were specially named in this bill. The Mohawk and Hudson, and the Troy and Schenectady were not named, and had, therefore, the privilege of transportation without

making returns or paying tolls.

Three years later the roads make another request, and post their demands still further. By the set of May 12, 1847, page 298 of the Session Laws, the law of 1844 was altered and (I was about to say amended) the words "during the suspension of "camal paying tion in each during the suspension of " canal navigation in each year only "were omitted.
The Mohawk and Hudson (its name having been changed to the Albany and Schenectady), the Troy and Schenectady and the Oswego and Syracuse

Railroads were now brought within the provisions requiring returns of freight and payment of tolis.

The railroads continued to pay tolls for the years 1847-8-9-50. But I can well remember that they had their emissaries about, who openly said that they only waited a favorable opportunity to bave the tolls abalished.

the tolls abolished.

The stop-policy of the Democratic party, adopted in 1842, had palsied the enlargement. The tolls on the canals had been gradually from year to year reduced at the urgent solicitation of forwarders, aided largely by the influence of the railroad servitors, so that its receipts did not furnish a surplus over and above the charges when the state. that its receipts did not turnish a surping over and above the charges upon the income, to go on steadily and rapidly with the enlargement. The Constitu-tion of 1846, in which the malign genius of Michael Hoffmann bore sway, had imposed such charges upon the canal receipts, for the purpose of paying off the State debt, that there was comparatively

off the State debt, that there was comparatively nothing to apply in prosecution of the public works. In 1851 it became evident that the completion of the enlargement would be indefinitely postponed un-less money could be raised beyond the paltry enroling

applicable under the Constitution.

A scheme was devised by which \$10,000,000 was to be raised upon a pledge of the future income of the canals. This scheme was recommended by Gov. Hunt, and adopted by the Whig party. The Constitution forbid the creation of any further State debt, and the ultra conservative, falsely called radical, portion of the Democratic party, denounced the scheme as an attempt to evade the Constitution, and incur a debt in the nature of a mortgage upon the canal revenue. Distinguished lawyers gave opinions in favor of the constitutionality of the law. portion of the State Senators were so hostile to the law, that after combatting it through every stage of its progress in the Senate, they signed a protest against it, and resigned their seats on the 17th day of April. The Senate was left without a quorum of three-fifths necessary to pass appropriation bills. An adjournment took place until the 16th of June following, and in the mean time a special election was ordered to fill the vacancies thus made. Of the thirteen Senators who resigned, eight were re-elected, and five were replaced by other men,

cleeted, and five were replaced by the friends to the Canal revenue scheme.

The resigning Senators committed an act which sent them all into deserved oblivion. The people did not approve a mode of defeating the passage of the committee of the laws so disorganizing and revolutionary. The popular verdict was emphatic, and the Legislature, upon its reassembling, promptly passed the act entitled "An act to provide for the completion of the "Eric Canal Enlargement, and the Genesce and Black Piper Canal

"Black River Canals."

But the price which was paid for this act has proved to be more than it was worth. It cost the people of thirteen Senate Districts the trouble and expense of an election. It cost the whole State the expense of an election. It cost the whole state the expense of an extra session of the Legislature. It drew upon the Canal Board, which had the duty of letting the Canal contracts for the completion, the reproach of the most shameful and corrupt bargains and sales in the awarding of the contracts. Almost every member of the Board is accused of having a contract. schedule, or slate, by which all the fat jobs were distributed to his personal and political friends. Money was raised upon the certificates, contracts were made for the work, and thousands of dollars were expended by the contractors, and the State has had to pay damages for the non-fulfillment of its

The Court of Appeals delared the law unconsti-tutional and void. The Constitution was amended in the way provided by the resolution of two successive Legislatures, and approval of the people, and ten millions of dollars borrowed. The work of the enlargement was therefore delayed for three years by the contrivance which was intended to basten it.

But all these losses and delays were not the greatest cost of this unfortunate law. The railroads had not been unconcerned spectators of the contest. They had their friends in and out of the Legislature. They were willing to throw their influence in favor of the law for an equivalent. The special election gave them a chance to demand the price of their support. The money to carry the election was raised, and judiciously expended in six or seven districts. The others were left to go by default. The only resigning Senator reelected whose seat was vigorously contested was Henry B. Stanton of the Seneca, Tompkins and Yates District. Another Seneca. Tompkins and Yates District. Another Senator, George B. Guinness of the Stanton and Chemung District, was defeated by a tie vote upon the returns, but the seat was awarded to Wm. J. Gilbert, his opponent, by a vote of the Senate. It was alleged, with what truth I am not able to say, that the law could not have been passed by the Legislature, nor the Senatorial sanction won so

triumphantly, but for the money and influence of

They are rewarded for their assistance in the doubtful fight, by the passage of the "act to abolish tolls on railroads," passed on the same day as the

act for the completion of the canals.

The high contracting parties, so far as I am aware, entered into no formal and public treaty, by the stipulations of which the people are bound, or the present Legislature circumscribed in its action. The bargain has proved a bad one on one of the people are bound. side, for the canal law was declared void. It may now be fairly argued that the consideration of the railroad law has failed, and the same ought to be repealed. I venture to predict that not one of the parties to the aforesaid bargain will come forward and urge against a repeal the services and expenses of the railroads rendered and incurred in the special

As my letter is already too long, I will defer ad ditional remarks to another day.

A DOUGLAS MEETING IN ILLINOIS.

Correspondence of The N. Y. Tribune. SPRINGFIELD, Ill., Jan. 14, 1858

A meeting was held in Representatives' Hall in this city ast evening, according to previous notice, to indorse Senator Douglas in his recent course in regard to the Lecompton Constitution. The friends of the Senator felt that they were placed in a delicate position. They wished to approve of the course of Douglas, but could not do so without condemning the Administration, and this they were afraid to do.

The United States and District Courts being in session here at this time, many of the leaders of the Democracy from all parts of the State are present. These distinguished gentlemen held solemn caucus nearly all of yesterday afternoon, to take into consideration the important event which was